

CANTON OPIUM TAX.

PETITION TO THE VICEROY.

[From Our Own Correspondent]

Canton, 23rd August.

The opium merchants in Canton have forwarded a joint petition to the Canton Government Anti-Opium Bureau through the Anti-Opium Association, lodging a complaint against Leung Chiu Tong, manager of the Kwong Yuen opium firm, the so-called Canton Prepared Opium Monopoly, for the unsatisfactory and selfish manner in which he is carrying out the duties of collecting the new tax, and asking that the concession granted to him might be cancelled and entrusted to another and more reliable merchant. The reason for the petition is that Leung Chiu Tong was alleged to have recently imported a quantity of raw opium from Hongkong and Macao to Canton and other places to the interior without paying to the Government Anti-Opium Bureau the licence fees as charged to other opium merchants and he has himself thus defrauded the Bureau. In transmitting the petition to the Bureau the Anti-Opium Association recommended that suitable punishment should be meted out to Leung Chiu Tong for the offence.

SHANGHAI CONTEMPORARY VIEWS.

The following letters appear in the Shanghai Times:

To your leader in this day's issue you mention the import duty of Taels 30 per cent of 100 catties as laid down by the Chefoo Convention of 1876. In the additional articles to that agreement signed at London, July 18th, 1885, article 2 states:

In lieu of clause 2, article 3, of the Chefoo Agreement that if the opium shall not be removed from bulk or warehouses until three months have passed to the Customs the Tariff duty of 30 Taels per chest of 100 catties and also a sum not exceeding 80 Taels per chest as like. . . . The Customs shall then if required issue certificates to the Chinese owner, such certificate shall be the opium to which it applies from the imposition of any further tax or duty whilst in transport in the interior, provided that the package has not been opened.

Surely this is plain speaking in Chinese or English. It could not be just to tax duty paid, salt or food again, because the salt or food was taxed for consumption. Yours etc.,

JOHN HARTLEY.

[The parallel is not accurate. Opium is a commodity, the use of which China seeks to suppress, and she cannot view with equanimity the possibility of any large quantity being stored for future sale in her dominions.]

Mr. Hartley in his letter appealing in your today's issue struck the nail right on the head and as concisely as possible, and all business men will concur in his idea.

Your editorial comment, however, is beside the mark. It is true that China is trying to suppress the opium trade and for this purpose a special agreement has been entered into between the British and Chinese Governments, whereby the former has agreed to reduce the quantity of the Indian opium annually exported from India, and the latter the gradual suppression of the native poppy cultivation. The Indian Government has strictly adhered to its part of the agreement by annually decreasing the quantity of opium sold at the Government monthly sales at Calcutta and the reduced export of Malwa opium from Bombay. What has the Chinese Government done? Can any reliance be placed on the statements that the production of the native drug has been reduced? Sir Alexander Hoile's report is anxiously awaited for.

Apart from the question of the cultivation of the native drug, Great Britain has a right to expect that having conformed to China's request for an annually reduced export from India, the latter has absolutely no right to place any further restrictions on the quantity of opium trade. It is believed that the conference referred to exclusively in your splendid telegraphic news columns on the 17th instant, will take place on Monday next and it is to be hoped that this vexed question will be definitely settled and in a way that will remove all its friction on the Indian opium trade once for all until the expiry of the term agreed upon.

The point raised by you that "China cannot view with equanimity the responsibility of any large quantity being stored for future sale in her dominions" is rather premature. This point will only deserve attention at the first stage of the expiration of the agreement.

Banking you in anticipation for the insertion of this letter, and expressing the hope that your up-to-date telegraphic news will be maintained unaltered in future, I remain, etc.,

A BRITISHER.

[The star cast upon what China has done in the restriction of the cultivation of the poppy is gratuitous as is shown by frequent letters from travellers which have appeared in our columns. The report of Sir Alex. Hoile is not needed to confirm them though it will doubtless do so. The truth is in opium dies hard.]

THE OPIUM CONFERENCE.

In view of the forthcoming opium conference that is to be held at The Hague, the Peking Government is already making preparations. China will of course be represented and we (Ant. and Revue) are pleased to know that one of her representatives is to be H. E. Tang Kuang, known to many as Tang Kai-tsun, who leaves Peking on the 20th proximo for Europe to take part in the preliminary organization. It has not yet been decided who the other representatives of China are to be, but there can be not the slightest doubt that in H. E. Tang China has the very best representative she could have. The Opium Commission which met at Shanghai in Feb. of last year would have accomplished far less than it did had it not been for the contributions which H. E. Tang made to the commission and the light that he was able to shed upon the Chinese aspect of the situation. His principal speech was eulogized by the world's press as that of a statesman of broad views and clear perception of the vital issues, and when shortly afterwards his Excellency went to Europe on his return from a journey to the United States he was the recipient of marks of special honour and admiration from European Committees working in connection with the suppression of the opium trade. We stated last week that H. E. Tang was about to set out on a mission to Europe with the task of adjusting and settling the opium question. This mission is not abandoned, and the possibility of sending H. E. Tang to the Opium Conference is in the foreground of the Peking Government's plans.

THE ELMORE MURDER.

ARREST OF DR. CRIPPEN.

A despatch from Quebec, dated August 23, says:

It is now possible to send further details of the arrest of Dr. Crippen and his companion, as we have now reached Quebec in the *Montrose*. It had been Crippen's intention to go ashore at Father Point, and he had his baggage ready. When he was told that it was against the Canadian immigration regulations he became very uneasy.

He was walking on the promenade deck when Mr. Dew stepped on board. He was asked to go below, and was closely watched by the Canadian detectives as he descended. Crippen admitted his identity to Inspector Dew, but denied that he had murdered his wife, repeating the story that she had gone to America and died there.

It is said that Crippen drew a revolver as he was going to his cabin, but was prevented from using it and threw it through a porthole into the sea.

The provincial detectives attached the handcuffs on the prisoner's wrists. He made no resistance, and for the rest of the trip up the river sat on a bunk with his hands in his lap. He was cool throughout. With Miss Le Neve it was different. She was in the state-room when the detectives informed her of Crippen's arrest, and at once lost her nerve and fainted. A stewardess who was present summoned Dr. Stewart, the ship's surgeon, but before he could arrive Miss Le Neve took from a pocket a small white packet, doubtless containing poison. Before she could use it the stewardess sprang upon her, but she was not quick enough to prevent the girl from throwing it away. In the struggle between them the stewardess's wrists were torn. Miss Le Neve acted like one demented. After Miss Le Neve had been prevented from taking what was evidently poison, she admitted her sex to the stewardess, who provided her with a blouse and a petticoat.

Most of the passengers in the *Montrose* are British or Polish immigrants, and they did not take much interest in the arrest. The ship's petty officers, however, showed no disinclination to discuss the matter. One of them declared to me that before the vessel was two days out he was convinced that the person passing as "Mr. Robinson's" son was a woman in disguise. He said that they were constantly together, and occupied adjacent seats at meal-times. Crippen was slightly deaf. The petty officer opined that the girl on one occasion addressed him as "Mr. Robbie." It struck him as peculiar that not only did Crippen continually keep his companion with him, but also that he did not seem disposed to allow her to enter into conversation, with anybody else, and unobtrusively intervened when any one approached her.

Another petty officer heard Crippen remark on Friday, "Am I safe?" This observation seemed unusual, he was asked its significance whereupon, recollecting himself, Crippen stated that he meant from shipwreck.

Probably the most significant movement was Crippen's appearance on Friday clean shaven, after he had allowed a beard to grow throughout the voyage.

This morning Miss Le Neve was handed a cablegram signed "Mother" advising her to confess whatever she knew on her return to England, and adding that her brother and sisters would forgive her. After reading this message the girl burst into tears.

CRIPPEN'S COOLNESS.

The detectives in charge of Crippen and Miss Le Neve took their meals yesterday in the respective state-rooms in which the prisoners were confined. Crippen while taking his dinner intimated that he would be glad to have a word from Miss Le Neve, whom he had not seen after her arrest. The doctor was called, and assured the prisoner that she was recovering from the shock. Crippen expressed satisfaction at this and continued his meal, afterwards reading a magazine as if there were nothing unusual in his predicament.

Crippen has expressed his willingness to return to England as soon as desired. He is plentifully supplied with money.

BERTAM REPORT.

The report of the Straits Settlements (Bertram) Rubber Company, Limited, states that the operations of the company for the year to March 31st have resulted in a profit of £35,831, as compared with the profit for the year to March 31st, 1909, of £29,074. The total production of rubber for the year was 99,097 lbs, which, in view of the fact that the total number of trees tapped was about 40,000, and that many of the trees have been tapped only for a portion of the period, is considered satisfactory. The area under rubber at April 30th was 2,980 acres, and the number of trees was 4,100,512. It is proposed to plant up a further 500 acres during the current year and the felling and clearing of this area has been commenced. The output of rubber for the year 1909-10 is estimated by the manager at 150,000 lbs. The manager's previous estimates have been of conservative nature, and it is hoped that, as in previous years, his estimate may be exceeded. A forward sale of sheet and crepe rubber to the extent of two tons monthly for delivery during the year 1910 has been made at the price of 11s per lb. The tapioca factory has been completed, and a satisfactory profit has accrued therefrom. In pursuance of the policy announced in the last report of the directors, it is proposed to write off the sum of £3,583 (being 10 per cent. of the profit of the year) from the amount standing on the balance sheet as incorporation and preliminary expenses. The balance brought forward was £1,036, to which is added profit for the year, £35,831, making £36,867. An interim dividend at the rate of 15 per cent. per annum for the first six months of the year has been paid amounting to £14,359, leaving now available £22,508. The directors propose to allocate this amount as follows:—To writing down incorporation expenses account, £1,583; to paying a dividend at the rate of 20 per cent. per annum for the last six months, £4,510; leaving a balance to be carried forward of £16,415.

THE SHANGHAI CRISIS.

THE FINANCIAL SITUATION.

As a result of the recent crisis in native financial circles a notification has been issued by the foreign banks to the effect that from Monday next, August 23, inclusive, delivery orders for goods will not be granted against native bank orders of longer currency than five days, reports the *N. C. D. News* of 18th instant. The present five-day order payable on the sixth day will not be accepted in future. Moreover no native orders of over five days' currency will be discounted or financed in any way. This decision of the foreign banks has been circulated among local firms and it remains to be seen with what success this step meets. At the time of the recent failures among native banks it was generally felt that the only satisfactory method of avoiding a repetition of the crisis would be to do away with these bank orders and introduce the cash system. In the absence of a fixed currency, however, this measure, it was realized, would in practice prove impossible, and as the next best substitute, the abolition of the ten-day orders in favour of five-day orders was decided upon. It is not to be supposed that the Chinese will approve of this innovation, but if the foreign firms offer a united front, it can be carried. Any serious defection will, of necessity, defeat the scheme.

AT THE MIXED COURT.

There was considerable excitement at the Mixed Court yesterday morning when it became known that the Magistrate had received an order from the Shanghai Taotai to send Zui Yichin (Ching Yue) and Teh Chau-pau (Pao Kong) to him at once. The message was conveyed to Magistrate Pao Yi by the Taotai's Secretary, who waited for an answer. Mr. G. F. Garstin (British Assessor), who was sitting on the Bench that day with the Magistrate, Pao Yi, communicated with H. B. M. C. Consulate-General and after a short time Mr. J. P. Jamieson (American Assessor) arrived at the Court and a consultation took place. The lawyers interested in the proceedings were also early in attendance. The British Assessor and the Magistrate, Pao Yi, proceeded to hear ordinary cases. About the middle of the morning the British Assessor and the Magistrate left the Bench and there was a further consultation with the American Assessor. After some delay, the British Assessor again used the telephone and then the Court resumed its sittings. It was understood that the two Chinese would not be handed over that day, the surrender having been objected to at the instance of the American Consul-General.

Further developments may be anticipated to-morrow. The urgency of the matter yesterday lay in the fact that the Taotai wished to hold a trial that day and had stated that Ching Yue's attendance was necessary, so that he might explain matters and reveal all his assets.

There was a large gathering of the friends and business acquaintances of the comrades at the Court during the morning and all sorts of wild rumours were being circulated. As an illustration of the degree of feeling shown in the matter it may be stated that one man was asserting that the Taotai had received orders from Peking to the effect that Ching Yue must be handed over to him and that as he had issued fraudulent delivery orders he should be strangled according to Chinese law. This man pointed out that as the Taotai was alleged to be a personal enemy of Ching Yue, he would not be dilatory in carrying out such instructions. Another rumour was that the Taotai himself had petitioned the Throne to order that Ching Yue be handed over to the Chinese authorities and dealt with according to the severest laws.

It must be remembered that fraudulent actions on the part of Ching Yue prior to his failure are only alleged; they have not been proved. It does not appear obvious why Ching Yue should not be tried first in the Mixed Court; and if fraudulent acts are proved, rendering him liable to imprisonment for more than five years, he can at once be handed over to the Taotai.

Five of the six men who were sent to the City on Monday, and who were sent back, as already stated, to the Mixed Court at 1 a.m. on Tuesday, are still in the Mixed Court cells. The sixth man, a bank clerk, is detained by the Taotai.

PIRATES EXTERMINATED.

PORTUGUESE DISPERSE A PIRATE BAND IN MACAO.

The following is from a Lisbon correspondent of a London paper, who wired on 24th ult.:

The Government last night received a telegram from the Governor of Macao giving details of the last operation against and the extermination of the pirate horde. The pirates retreated to the mountain caves, and the efforts to dislodge them were at first unsuccessful. The commander thereupon sent 100 sailors and 200 troops to the other side of the island to attack the pirates in the rear.

At midnight signals were given for a combined attack. The Portuguese, displaying great courage, managed to scale the rocky mountain side and storm the Chinese fortifications on the heights. The pirates offered a brave resistance, but, being outnumbered, soon fell beneath the terrible crossfire of the attackers. The victory was complete, 90 Chinese being killed, 44 wounded, and 30 taken prisoners. A number escaped into the interior. The losses of the Portuguese were insignificant.

While exploring the huge caves the Portuguese discovered 16 prisoners in chains, all in a miserable condition. They were waiting to be ransomed. Many skeletons of unransomed prisoners were found. Considerable quantities of valuables were found and distributed among the troops as prizes.

The arrested authorities at Cheong are understood to be considering plans for a 1,000-ton submarine fitted with a detachable conning tower, in which the crew might take refuge in case of attack.

COMMERCIAL.

August 24th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagars	 6/
Anglo-Javas	 11s 15
Anglo-Malays	 25/
Balgownie	 16
Batu Tigas	 103/6
Bertams	 7/9
Bukit Kajangs (pp.)	 63/
Bukit Rajahs	 21/3 prem.
Caray Uniteds	 12/2
Changkat Serdangs	 18/
Cheras (part paid)	 31s
Da (fully paid)	 31s
Damansaras	 160/
Eastern Internationals	 18/6 prem.
Fed. Selangors	 5s 20
Glenagals	 123/6
Glenshels	 117/6
Golden Hopes	 117/6
Highlands and Lowlands	 117/6
Indragiris	 117/6
Jack Kenneths	 117/6
Jaguars	 117/6
Kamunings	 6/6 prem.
Kuala Lumpur	 180/
Landrons (fully paid)	 180/
Landrons (ppd.)	 180/
Labus	 180/
Ledburys	 90/
Lluggis	 54/9
London Asiatics	 117/9
London Ventures	 6/6
Mellmans	 7/6
Pajams	 31s
Pegohs	 33s
Rubber Trusts	 31/
Sagars	 270/
Sandycrofts	 53s
Sapongs	 26/
Seafields	 26/
Sekongs	 75/
Shelfords	 117/6
Singapore & Johores	 117/6
Sunatra Paras	 110/
Sungel Chohs	 110/
Sungel Kapars	 110/
Tandjongs	 40/
Tangkabs	 31/
Tegragis	 31/
Ulu Rauts	 117/6
United Serdangs	 117/6
United Singapore	 117/6
United Sumatras	 109/9
United Langkats	 80/
Para-Rubber	 8/3 per lb.
Plantation Rubber	 7/7 "

The output of dry Para rubber from the Pongalan Duit Estate for the month of July was 935 lb.

OPIUM SMUGGLING.

CRUSADE AGAINST THE CHINESE.

A Watonsville despatch of the 16th ult., says:—Crusades against opium dealers, prompted by the State Board of Pharmacy, culminated to-night in the arrest of forty Chinese at Santa Cruz, Salinas, Monterey and here. The arrests were made by local officers in each city after Fred A. Brown and Harry Alwood, inspectors for the Board, had guided the authorities to the places where the opium is alleged to have been sold; and in some cases smoked.

Opium valued at about \$12,000 was obtained as evidence in the four cities. Besides this, a large amount of paraphernalia for smoking the drug was found and taken to be introduced as evidence against the alleged dealers. The majority of the opium was found in Salinas, Santa Cruz and Monterey. One Chinese here was caught in the act of smoking, officers aver. The raids were made quietly and little excitement attended the entrance of the officers into the various Chinese quarters. Suspects arrested at Santa Cruz were placed in jail there. Prisoners from the other towns were jailed at Salinas.

A wholesale house in San Francisco arranged with Attorney George W. Smith here to look after the legal interests of the men. He will make an attempt to get them released on bonds. The technical charge against the prisoners is having opium illegally in their possession.

THE CHANGES AT PEKING.

ANTICIPATIONS OF REFORM.

Peking, August 18.

The majority of the Chinese are confident that active reforms are being inaugurated by the official changes announced yesterday. This is attributed to the travels of Prince Tai Tao, whose conciliatory influence upon the Prince Regent and Empress Dowager is well known.

H. E. Sheung K'ing-pao is confident of his own ability to reform the currency, but he insists upon a gold standard as essential. The Government is apparently about to acquiesce, but it is not known whence the necessary funds can be derived. It is suspected that they will be partly forthcoming from the late Empress Dowager's hoards.—*N. C. D. News*.

Events Coming.

Wednesday, 24th August.
Band Concert, at the Botanical Gardens, by the Band of the Buffs, 9 p.m.

Thursday, 25th August.
Engles and Hough auction sale of furniture at Sales Room, 2.30 p.m.

Friday, 26th August.
Auction sale of valuable household property, G. P. Lambert's auction room, 12 noon.

Geo. P. Lambert auction sale of furniture, at 4 Great George Street, East Point, 4.30 p.m.

To-day's Advertisements.

WANTED ON SHAMEN-CANTON.

OFFICE GODOWN, AND PRIVATE RESIDENCE by Kadoorie & Co.

Please apply to—

K. Y. Z.
C/o Hongkong Telegraph, [555]
Hongkong, 24th August, 1910.

NOTICE.

IT is hereby notified that, on and after the 25th instant, SPRING GARDENS LANE, from Queen's Road East to Cross Street, will be CLOSED to public traffic on account of drainage works.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 23rd August, 1910. [555]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

THE F. & O. S. N. Co's Steamer

"SYRIA."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 24th August, 1910. [4]

AUGUST OPIUM SALE.

A SLIGHT RISE.

The August opium sale was held at the Custom House, Calcutta, at 11 a.m. on 21st inst. The attendance was very large.

One thousand six hundred and fifty chests of Bazar opium was sold at various prices the highest fetching Rs. 2,340 and the lowest Rs. 2,200 per chest. The average of the lots was Rs. 2,211-4-1. The total proceeds of the sale were Rs. 36,48,575.

A similar number of chests of Benares opium was sold, the highest fetching Rs. 2,315 and the lowest Rs. 2,200 per chest. The average on the sale was Rs. 2,207-1-8. Total proceeds was Rs. 36,47,715.

The general average of the two lots was Rs. 2,209-2-1 and the details were:—
Cheats Highest Lowest Average Proceeds.
Rs. Rs. P.

Bihar..... 1,650 2,340 2,200 2,211-4-1 36,48,575
Benares..... 1,650 2,315 2,200 2,207-1-8 36,47,715

1,650 2,315 2,200 2,207 10 73,963,300
3,300 General 2,209 2 10 73,963,300
This marks an average increase over the July sale figures of Rs. 137 per chest. The prices of the last five sales compare as follows:—

Bihar Benares
April..... 2,357-15 2,096-15
May..... 2,100 2,005
June..... 2,155-3 2,140-10
July..... 2,151-3 1,960-5
August..... 2,211-4 2,207-1

Evidently the buyers have not attached much importance to the rumoured confiscation of Indian opium at Swatow.

THE SWATOW SCARE.

Simla, August 2nd.

The Indian Government has received a telegram from the British Minister at Peking stating that he has asked the Wai-Wo-Pu to instruct the Viceroy at Canton to stop illegal proceedings at Swatow. This refers to a scare just started that Indian opium, is being confiscated at Swatow.

Intimations.

Try our delicious
CORNER PORK
CORNER BEEF
and
PRESSED BEEF.

THE
DAIRY FARM CO.,
LIMITED.

ASAHI
ASAHI
ASAHI
and
SAFFORO
SAFFORO
SAFFORO
BEER.
AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.
PRICES:
4 Doz. Quarts.....\$12.00 per case
8 Doz. Pints.....\$13.50 " "
OF ALL
WINE
MERCHANTS.

SAVE YOUR HEALTH

In drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles.....\$0.50
Dozen..... 3-25
Case 50 Bottles.....\$15.50
" 60 ".....\$18.00

SOLE AGENTS:

"FRENCH STORE"
Hongkong, 18th July, 1910. [67]

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A. CHINE & CO.
174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.
Hongkong, 1st June, 1910. [68]

CLARETS.

To make sure of your Claret being good, it is advisable to buy only Wines from a well-known Chateau. Messrs. Hanappier and Co., of Bordeaux, are one of the best known firms of growers and shippers of Clarets. Their famous Wines (from the cheapest kind to the very best obtainable) may be had from

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,
Hongkong.

5 per cent. Discount allowed on large quantities.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
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From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 5TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 10 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canada or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class of Canadian and American Railways.

Via Canadian Atlantic Port £43.
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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDOCK, General Traffic Agent,
Corner Fadder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN via TSINGTAU & WEIHAIWEI	CHEONGSHING	THURSDAY, 19th Aug., No. 2.
SHANGHAI	HANGSANGI	FRIDAY, 6th Aug., Noon.
SHANGHAI, PENANG & CALCUTTA	KULSANG	FRIDAY, 26th Aug., 3 P.M.
MANILA	YUANSANGI	FRIDAY, 26th Aug., 4 P.M.
SHANGHAI	WANGSANGI	UNDAY, 28th Aug., Daylight.
SANDAKAN	MAUSANGI	MONDAY, 29th Aug., 5 P.M.
MANILA	LOONGSANGI	FRIDAY, 2nd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	NAUSANGI	MONDAY, 12th Sept., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kulsang*, *Wangsang* and *Nausang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Choo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dair, Simporia, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215.
Hongkong, 24th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
KOBE	"HUPH"	25th Aug., Daylight.
SHANGHAI	"OHISHUA"	19th " 4 P.M.
NINGPO & SHANGHAI	"KANGU"	25th " 4 P.M.
CHEFOO & TIENTSIN	"KJEUHOW"	20th " 4 P.M.
MANILA	"LEAN"	30th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA.	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

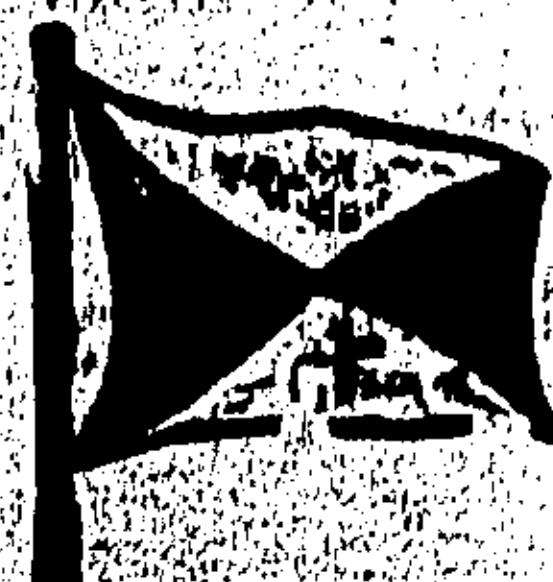
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Lian*, *Chinkwan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35.
Hongkong, 24th August, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Ship	For	Captn.	For	Sailing Date
RUBIN	MANILA	R. Rodger	MANILA	SATURDAY, 27th Aug., 11 Noon.
SAVINO	MANILA	A. Fraser	MANILA	SATURDAY, 3rd Sept., 11 Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Telephone No. 193.
Hongkong, 24th August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. KEELUNG, MOJI, KOBE AND YOKOHAMA	"T. COMA" MARU Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ozaki	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"JOHN MARU" Capt. H. Murayama	UNDAY, 28th Aug., at 10 A.M.
SIANGHAI via SWATOW, AMOY and FOCHOW	"B. JUN MARU" Capt. Y. Fajeco	THURSDAY, 25th Aug., at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 31st Aug., at Noon.

SPECIAL REDUCTION of 25% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th August, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Matsumoto, Tons 7000 MIYASAKI MARU, Capt. T. Mural, Tons 9000 KAWAGAWA MARU, Capt. G. H. Butler, Tons 7000	WED'DAY, 31st Aug., at Daylight. TUESDAY, 11th Sept., at Daylight. THURSDAY, 8th Sept., at 5 P.M.
VICTORIA, B.C., & SEATTLE	SATOY MARU, Capt. H. Ito, Tons 7000	SATURDAY, 10th Sept. From KOBE.
VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, 7000 Tons HABU MARU, Capt. K. Kawa, Tons 7000	TUESDAY, 12th Sept., at 4 P.M. TUESDAY, 11th Oct., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMAKO MARU, Capt. M. Winkler, Tons 6000 YAWAT MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Gomes, Tons 5000	TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocher, Tons 7000	WEDNESDAY, 31st Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug., at Noon.
KOBE and YOKOHAMA	IYO MARU, Capt. R. Takada, Tons 7000	THURSDAY, 1st Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMERCIAL AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$80
2nd ".....	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon. On route Keelung & Shimon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUNIMOTO, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYDON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAYAN, PHILIPPINE GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA"
Capt. S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Port in connection with the Company's S.S. *Mona*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Gift and Valuables, all Cargo for France and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla* due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
R. A. HEWITT, Superintendent.

Hongkong, 22nd August, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "BRAEMAR".....On 20th Inst.

FOR BOSTON NEW YORK:

S.S. "LENNOX".....On or about 3rd Sept.

S.S. "SAINT PATRICK".....On or about 10th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captn.	On board
<i>Sumner</i>	6,332	F. S. Cowley	19th Sept.
<i>Kumera</i>	6,219	G. B. McGill	20th Oct.
<i>Agmar</i>	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient lodgement can be found.

These steamers are specially fitted for the carriage of Asiatic Passenger.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of August, at 9.30 A.M.

All claims must reach us before the 3rd of September, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

General Agents.

Hongkong, 23rd August, 1910.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter, on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 20th August, 1910.

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"INDRA" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined, at 9.30 A.M. on 17th instant. No claim will be admitted after Goods have left the Godown, nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 22nd August, 1910.

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FROM EUROPE.

THE H. A. L. Steamship

"HELLAS"

Capt. A. Vogler, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading consigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex s.s. *Grif Walden* from New York.

Ex s.s. *Goleborg* from Göteborg.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd August, 1910.

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NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of August, at 9.30 A.M.

All claims must reach us before the 3rd of September, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

General Agents.

Hongkong, 22nd August, 1910.

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NOTICE TO CONSIGNEES.

ROBBERS ESTATE RETURNS.

	June	July	Total
Allagar	5,500	5,500	11,000
Alor Pongau	3,000	2,310	5,310
Alma	700	850	1,550
Anglo Malay	49,785	55,617	105,402
Ayer Kuning	—	—	833
Ayer Molak	—	—	5,077
Ayer Panas	500	—	500
Balagowda	9,175	8,757	17,932
Bak Rabh	—	1,335	1,335
Batu Tiga	1,048	2,700	3,748
Batu Tiga	13,034	17,458	30,492
Batu Tiga	7,689	8,462	16,151
Batu Tiga	97-3	—	61,543
Batu Tiga	—	—	40,302
Batu Tiga	1,366	2,051	3,417
Batu Tiga	900	1,288	2,188
Batu Tiga	4,293	5,473	9,766
Batu Tiga	28,812	30,740	59,552
Batu Tiga	8,800	9,800	18,600
Batu Tiga	779	621	1,400
Batu Tiga	300	—	300
Batu Tiga	11,800	13,000	24,800
Batu Tiga	3,700	3,700	7,400
Batu Tiga	3,329	3,651	6,980
Batu Tiga	950	1,100	2,050
Batu Tiga	12,495	16,000	28,495
Batu Tiga	24,170	—	24,170
Batu Tiga	21,000	33,401	54,401
Batu Tiga	630	—	630
Batu Tiga	2,182	2,273	4,455
Batu Tiga	27,911	—	27,911
Batu Tiga	6,400	—	6,400
Batu Tiga	11,337	—	11,337
Batu Tiga	28,670	—	28,670
Batu Tiga	14,600	21,000	35,600
Batu Tiga	1,853	1,735	3,588
Batu Tiga	3,877	4,899	8,776
Batu Tiga	2,056	5,114	7,170
Batu Tiga	11,803	—	11,803
Batu Tiga	—	10,000	10,000
Batu Tiga	8,700	—	8,700
Batu Tiga	—	349	349
Batu Tiga	903	1,100	2,003
Batu Tiga	37,471	39,266	76,737
Batu Tiga	15,131	11,400	26,531
Batu Tiga	10,074	11,758	21,832
Batu Tiga	19,300	—	19,300
Batu Tiga	13,877	—	13,877
Batu Tiga	7,053	7,035	14,088
Batu Tiga	—	3,507	3,507
Batu Tiga	3,075	3,900	6,975
Batu Tiga	—	256	256
Batu Tiga	—	1,840	1,840
Batu Tiga	2,238	10,915	13,153
Batu Tiga	2,076	2,640	4,716
Batu Tiga	3,321	3,303	6,624
Batu Tiga	45,200	—	45,200
Batu Tiga	19,134	16,616	35,750
Batu Tiga	37,793	36,913	74,706
Batu Tiga	9,544	9,544	19,088
Batu Tiga	63,000	70,000	133,000
Batu Tiga	12,510	16,035	28,545
Batu Tiga	21,500	22,500	44,000
Batu Tiga	1,912	1,983	3,895
Batu Tiga	—	415	415
Batu Tiga	5,108	28,891	33,999
Batu Tiga	10,100	14,075	24,175
Batu Tiga	3,000	3,500	6,500
Batu Tiga	27,448	17,917	45,365
Batu Tiga	3,570	3,300	6,870
Batu Tiga	—	958	958
Batu Tiga	10,874	—	10,874
Batu Tiga	571	—	571
Batu Tiga	1,017	—	1,017
Batu Tiga	611	507	1,118
Batu Tiga	4,094	5,437	9,531
Batu Tiga	15,500	16,500	32,000
Batu Tiga	1,575	1,850	3,425
Batu Tiga	3,081	3,507	6,588
Batu Tiga	7,000	7,031	14,031
Batu Tiga	5,866	6,750	12,616
Batu Tiga	4,800	—	4,800
Batu Tiga	10,800	10,800	21,600
Batu Tiga	6,782	9,341	16,123
Batu Tiga	16,085	—	16,085
Batu Tiga	33,339	20,151	53,490
Batu Tiga	14,081	35,615	49,696
Batu Tiga	371	555	926
Batu Tiga	5,773	6,350	12,123
Batu Tiga	7,901	10,500	18,401
Batu Tiga	11,875	11,780	23,655
Batu Tiga	4,900	5,400	10,300
Batu Tiga	24,700	—	24,700
Batu Tiga	2,012	2,858	4,870
Batu Tiga	6,308	—	6,308
Batu Tiga	—	964	964
Batu Tiga	535	—	535
Batu Tiga	13,100	13,500	26,600
Batu Tiga	321	324	645
Batu Tiga	—	—	2,100
Batu Tiga	410	475	885
Batu Tiga	1,610	1,945	3,555
Batu Tiga	4,510	3,710	8,220
Batu Tiga	33,500	—	33,500

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singer Press Press.]

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100/11 1/2
Do. demand	100/11 1/2
Do. 4 months sight	100/11 1/2
France—Bank T.T.	100/11 1/2
America—Bank T.T.	100/11 1/2
India T.T.	100/11 1/2
Do. demand	100/11 1/2
Shanghai—Bank T.T.	100/11 1/2
Singapore—Bank T.T.	100/11 1/2
Japan—Bank T.T.	100/11 1/2
Yokohama—Bank T.T.	100/11 1/2
Bar Silver	100/11 1/2
Gold of England rate	100/11 1/2
Investment	100/11 1/2

SHIPPING AND MAILS.

MAILS DUE.

Indian (Arratoon) 18th inst.	100/11 1/2
American (Mongolia) 18th inst.	100/11 1/2
Canadian (Empress of India) 18th inst.	100/11 1/2
American (Tanya) 18th inst.	100/11 1/2

The H. A. L. S. Ambra left Singapore on 20th inst., a.m., and may be expected here on 30th inst., a.m.

Shipping.

Arrivals.	
Braemar Br. 21, 216, Brab. 23d Aug.	100/11 1/2
Keelung 21st Aug. Gen.—D. & Co.	100/11 1/2
Victoria, Swed. 21st Aug. Thos. Eckert, 23rd	100/11 1/2
Aug.—Sumatra 21st Aug. and Tonal	100/11 1/2
11th Sugar and Malacca—W. & Co.	100/11 1/2
Kansu, Br. 21, 143, W. D. Bryman, 24th	100/11 1/2
Aug.—Hollo and Philippine Island 24th	100/11 1/2
Aug.—Japan Wood.—B. & S.	100/11 1/2
Michael Jebben, Ger. 21, 557, J. Petersen,	100/11 1/2
24th Aug.—Halphong and Holhow 23rd	100/11 1/2
Aug.—Gen.—J. & Co.	100/11 1/2
Chinhua, Br. 21, 1350, A. S. Harris, 24th	100/11 1/2
Aug.—Canton 23rd Aug. Gen.—B. & S.	100/11 1/2
Hatchling, Br. 21, 1167, W. C. Passmore, 24th	100/11 1/2
Aug.—Fuchow 24th Aug. and Sea-ow	100/11 1/2
23rd Aug. Gen.—D. L. & Co.	100/11 1/2
Silasia, Br. 21, 1317, E. Radonich, 24th Aug.	100/11 1/2
Aug.—Shanghai 24th Aug. Gen.—B. & S.	100/11 1/2
Devawongse, Ger. 21, 1457, Schultze, 24th	100/11 1/2
Aug.—Bangkok 17th Aug. Rice.—B. & S.	100/11 1/2
John Maru, Jap. 21, 701, H. Yama, 24th	100/11 1/2
Aug.—Swatow 23rd Aug. Gen.—B. & S.	100/11 1/2

Clearance at the Harbour Office.

Michael Jebben, for Canton, China, for Bangkok, Singapore, for Singapore.

Hatchling, for Kobe, Japan, for Cebu.

Prize Sigmund, for Yokohama, Japan, for Yokohama.

Hollo, for Yokohama, Japan, for Yokohama.

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Japan, Br. 21, 1305, Mabin, 19th Aug.—
Telapung 19th Aug. Tel.—B. & S.
John Maru, Br. 21, 701, H. Yama, 24th Aug.
—Swatow 23rd Aug. Gen.—B. & S.

Kaga Maru, Jap. 21, 1300, Kikano, 19th Aug.
—Wakamatsu 23rd Aug. Gen.—B. & S.

Kiyo Maru, Jap. 21, 577, H. Nishi, 16th Aug.
—Nagasaki 12th Aug. Nishi of Soda—T. K. K.

Kumagai, Br. 21, 2078, W. G. G. Leash, 18th
Aug.—Calcutta, 18th Aug. Penang 18th
Aug.—Singapore 18th Aug. Gen.—B. & S.

Machew, Ger. 21, 908, C. W. W. 3rd Aug.
—Bangkok 23rd Aug. and Holhow 23rd Aug.
—Rice and Gen.—B. & S.

Matilde, Ger. 21, 831, Ch. Ulidrup, 22nd
Aug.—Halphong and Holhow 21st Aug.
—Gen. and Rice—J. & Co.

Mandana Maru, Jap. 21, 324, K. Tamamoto,
20th Aug.—Milke 19th Aug. Coal.—M. B. K.

Masaang, Br. 21, 344, Walpall, 17th Aug.
—Sandakan 12th Aug. Timber and Gen.—
J. M. & Co.

Paklat, Ger. 21, 218, E. Gatsmann, 21st Aug.
—Bangkok 19th Aug. and Swatow 19th
—Rice—B. & S.

Pompy, Am. 21, 1600, James D. Lislet, 16th
July—Cavite 12th July Coal.—American
Government.

Quinta, Ger. 21, 900, Schlesinger, 21st Aug.
—Bangkok via Swatow 12th Aug. Rice.
—S. & Co.

Rijab, Ger. 21, 130, F. Bremer, 21st Aug.
—Bangkok 19th Aug. Rice.—B. & S.

Rajah, Ger. 21, 135, H. C. Robert, 19th Aug.
—Bangkok 19th Aug. Rice.—B. & S.

Rubi, Br. 21, 150, R. Rodger, 22nd Aug.
—Manila 10th Aug. Gen.—S. T. & Co.

Shinshu Maru, Jap. 21, 244, K. Oaki, 21st
Aug.—Voj 19th Aug. Coal.—Ataka & Co.

Sui Sang, Br. 21, 177, M. Picknell, 21st Aug.
—Chic-wong-tau 14th Aug. Coal.—C. E. M. & Co.

Telmach, Br. 21, 340, Edwards, 19th
Aug.—Salmon 19th Aug. Gen.—W. & F. S.

Tjap, Dutch 21, 2444, P. v. Emmerick,
18th Aug.—Moji 13th Aug. Gen.—J. C. J. L.

Wai hing, Br. 21, G. S. Holmwood, 20th Aug.
—Hoogay 18th Aug. Gen.—J. M. & Co.

Yuan, Am. 21, 524, D. Faj, 21st July—Manila
7th July Sugar.—W. B. Co.

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7th July Sugar.—W

